S 06.055(946)
TAS

1982 (No. 18)

1982

PARLIAMENT OF TASMANIA

AUSTRALIAN ROAD
RESEARCH BOARD
- 6 JUL 1983
LIBRARY

THE TRANSPORT COMMISSION

REPORT FOR YEAR 1980-81

Presented to both Houses of Parliament pursuant to section 40 of the Transport Act 1938

By Authority:
I. C. CARTER, Acting Government Printer, Tasmania

64313

Office of the Commissioner for Transport,
1 Collins Street, Hobart 7000
1 June 1982

The Honourable F. R. GROOM, M.H.A.,
Minister for Transport,
Parliament House, Hobart 7000

SIR,

In accordance with section 40 (1) of the Transport Act 1938, I have the privilege to submit for presentation to Parliament a Report of the operations, business, and affairs of the Transport Commission for the year ended 30 June 1981, together with a copy of accounts approved by the Auditor-General.

Yours faithfully,
R. W. J. MORRIS, Commissioner for Transport.

ORDER. TINDO Tas. State Offices 83/06/16 SOURCE...
PRICE. gratis.....
-6 JUL 1983
CLASS No.

S 06.055(946) TAS (1980/81)
REPORT FOR YEAR 1980/81
TASMANIA. TRANSPORT COMMISSION
TASMANIA. TRANSPORT COMMISSION
8406AR209F

THE TRANSPORT COMMISSION

Report for year ended 30 June 1981

ADMINISTRATION

TRANSPORT COMMISSION

Commissioner: R. W. J. MORRIS, B.E., M.Eng., Sc., M.I.E. (Aust.), M.C.I.T.

Associate Commissioners: A. L. FISHER, B.E., F.C.I.T.

A. J. PEDDER, M.C.I.T.

AUSTRALIAN ROAD
RESEARCH BOARD
- 6 JUL 1983
LIBRARY

SECRETARIAT BRANCH

Secretary: A. J. PEDDER, M.C.I.T.

Solicitor: F. N. JOUGHIN, LL.B., F.C.I.T.

TRANSPORT REGULATION DIVISION

Administrator of Road Transport and Registrar of Motor Vehicles: A. L. FISHER, B.E., F.C.I.T.

Manager (Motor Registry): T. H. COUNTY.

Manager (Public Vehicles): R. R. GOODLUCK, M.C.I.T.

TRAFFIC ENGINEERING DIVISION

Chief Traffic Engineer: A. V. PETERS, M.I.E. (Aust.)

FINANCE DIVISION

Chief Accountant: D. T. YAXLEY, A.A.S.A., M.C.I.T.

Accountant: L. K. BETTS, A.A.S.A.

MARINE DIVISION

Director of Marine: T. MOREHEAD, Cmdr. R.A.N.R., Extra Master Mariner.

Manager (Operations): N. A. MACMILLAN, A.D.C., R.D., Cmdr. R.A.N.R., Master Mariner.

Manager (Commerical): T. J. TURNER.

PRECISION TOOL ANNEXE

Manager: J. D. GOUGH.

TRANSPORT POLICY UNIT

Director: B. J. LYNCH, M.Sc., B.Ec., D.P.A., M.C.I.T.

URBAN TRANSPORT CO-ORDINATION DIVISION

Co-ordinator: W. J. COUNSELL, B.Sc.(Hons).

TRANSPORT REGULATION DIVISION

MOTOR REGISTRATION SECTION

REGISTRATION OF MOTOR VEHICLES

Vehicle registrations, including renewals (tractors and trailers excluded) totalled 236 428 exceeding the number registered in 1979–80 by 4 887 or 2·1%.

New vehicles accounted for 18 017 registrations, which is an increase of 517 or 2·9% on the previous year. New motor cycle registrations totalled 1 198, an increase of 178 or 17·45% on last year figures.

Restricted registrations again proved popular and 145 applications were approved.

ISSUE OF DRIVERS LICENCES

Drivers licences, including renewals, issued during the year numbered 192 762. Of these, 20 105 were new licences, an increase of 3 373 or 16·8%.

Of the total issues, 12 810 were for 2 years and 28 737 for 3 years.

Current licences at 30 June 1981 were 236 728.

DRIVERS LICENCE DISQUALIFICATIONS

During the year 4 424 persons were disqualified from holding drivers licences for drink/driving offences, demerit points disqualifications, and offences which included speeding, driving whilst disqualified and failing to obey road signs and traffic signals.

	1976-77	*1977-78*	*1978-79*	*1979-80*	*1980-81*
Disqualified for drink/driving offences	2 619	3 453	4 018	3 853	3 531
Demerit points	708	1 108	1 292	1 223	1 281
Other offences	1 864	2 252	2 423	1 874	1 847
TOTAL	5 191	6 813	7 733	6 950	6 659

Demerit points disqualifications for the prescribed period of 90 days are analysed below:—

	1976-77	*1977-78*	*1978-79*	*1979-80*	*1980-81*
9 points in 3 years	603	701	792	827	874
*4 points in 1 year (provisional licence holders	105	407	500	396	407
TOTAL	708	1 108	1 292	1 223	1 281

* introduced 22 December 1976.

The total of 6 659 licence disqualifications in respect of the period of disqualification imposed and the licence status is analysed below with the 1979–80 figures shown for comparison.

PERIOD OF DISQUALIFICATION

	1979-80	*Per Cent*	*1980-81*	*Per Cent*
90 days (demerit points)	1 223	17·6	1 281	19·3
0–3 months	468	6·7	448	6·7
3–6 months	1 260	18·1	1 250	18·8
6–12 months	1 749	25·2	1 639	24·6
12–24 months	1 465	21·1	1 246	18·7
24 months and over	785	11·3	795	11·9
	6 950	100%	6 659	100%

LICENCE STATUS OF DISQUALIFIED DRIVERS

	1979-80	*Per Cent*	*1980-81*	*Per Cent*
Learner (including out of State if known)	226	3·2	172	2·6
Provisional (including out of State if known)	1 325	19·1	1 089	16·4
Ordinary (including out of State if known)	3 807	54·8	3 733	56·0
Driving without a licence (including disqualified)	1 592	22·9	1 665	25·0
	6 950	100%	6 659	100%

RESTRICTED DRIVERS LICENCES

A ' restricted drivers licence ' is issued by the Department following a court order. This type of licence was introduced to overcome unusual hardship resulting from a drivers licence disqualification by permitting a person to drive subject to restrictions imposed by the court.

During the year 796 ' restricted ' licences were issued. The following table indicates the number of these licences issued during each of the past five years:—

1976-77	*1977-78*	*1978-79*	*1979-80*	*1980-81*
689*	713	756	836	796

* From 22 December 1976 restricted licences became available for offences involving disqualifications in addition to drink/driving offences.

PUBLIC VEHICLE SECTION

TRANSPORT INSPECTOR ACTIVITIES

Formal training continued at the Police Academy with ten officers attending a Prosecution Course.

Panel vans used to carry tools and equipment primarily for inspection of vehicles involved in station sedans are being progressively replaced with small trailers. The high cost of converting replacement vans brought about this change. Early in 1981–82 financial year all vans will be replaced by trailers. This will give Inspectors a greater degree of flexibility and allow the vans to be replaced by station wagons for use on general inspectorial work.

During the year, special boxes were constructed in some station wagons to house loadometers, and tools and equipment. These boxes are so designed as to house either tools or loadometers. This experiment has proven to be successful and a programme of installation of these boxes with tools and equipment will continue next financial year.

Base radio facilities throughout the State have been improved considerably with the relocation of the Devonport Base.

Transport inspectors were invited to officiate at the Tasmanian Road Transport Association Back-a-Thon involving the reversing of prime movers and semitrailers in restricted areas.

Transport Inspectors were also involved in the inspection of cars participating in the annual Road Safety Contest organised by the 500 car club.

VEHICLE INSPECTION STATIONS

The Launceston, Devonport and Burnie Vehicle Inspection Stations are reasonable but the Hobart Station is over-crowded and lacks adequate facilities. Efforts are being made to obtain a suitable site in the Northern Suburbs.

TRAFFIC (VEHICLE LOADS AND DIMENSIONS) REGULATIONS

Six hundred and twenty successful prosecutions were laid against operators in respect of overloaded vehicles. The following table gives a five year comparison of prosecutions and financial penalties:—

	1976-77	*1977-78*	*1978-79*	*1979-80*	*1980-81*
Prosecutions	382	358	613	843	620
Fines (including special penalties)	$31 242	$28 830	$73 475	$119 868	$90 898

Written warnings were issued in 193 instances. This compares with 143 in 1978–79 and 176 in 1979–80.

Permits were issued for overloads and overdimensional loads during the year. These permits allowed axle overloads where the load was indivisable or allowed vehicles to exceed the limits on length, width and rear overhang. The number of permits issued during the year was 91. This compared with 79 issued during 1979/80.

Permits also were issued for certain trailers to exceed the limit on drawbar length pending an amendment to the regulations in accordance with a recommendation by the National Association of Australian State Road Authorities (N.A.A.S.R.A.).

WEIGHING FACILITIES

The Department now has twenty-six modern portable weighing devices (Loadometers).

Two sets of six loadometers are available in Hobart with one set of six in Launceston and one set shared between the Devonport and Burnie Regions.

Weighbridges are located at:—

- Forest Farm, Bass Highway.
- Conara, Midland Highway.
- Bell Bay, East Tamar Highway.
- Longreach, East Tamar Highway.
- Bailey Bridge, East Derwent Dowsing Point.
- Bailey Bridge, East Derwent Highway.
- Triabunna, Tasman Highway (Freestone Road).
- Penguin, Penguin Rail Yard.
- Ulverstone Rail Yard.
- Burnie Rail Yard.
- Deloraine Rail Yard.
- Launceston Rail Yard.
- Devonport Rail Yard.
- Hobart Corporation Bridge, Dunn Street.

Especially prepared weighing sites are available on the Midland Highway at Kempton and the Southern Expressway Kingston. During the year, a further two sites were constructed on the Eastern Outlet at Mornington.

ISSUE OF NEW PUBLIC VEHICLE LICENCES, AND VARIATIONS TO CONDITIONS

There were 1 227 applications made during the year and of these, 194 were refused. An additional 100 were subsequently withdrawn under the provisions of Section 16B of the Traffic Act.

The following table shows the classification of applications for public vehicle licences:—

Type of Application	*Total*	*Approved*	*Refused*	*Subsequently Withdrawn*
New licence	1 094	901	193	99
Variation of Licence Conditions	82	81	1	....
Temporary Public Vehicle Licence	6	6	....	....
Transfer of Traffic Area	45	45	....	1
TOTAL	1 227	1 033	194	100

The following table shows the number of new public vehicle licence applications by type:—

Type of Licence	*Total*	*Approved*	*Refused*	*Subsequently Withdrawn*
Cart	889	745	144	81
Carrier	15	9	6	1
Cart Exemption	3	3	....	....
Omnibus	43	29	14	1
Omnibus Exemption	21	18	3	....
Coach	68 (+1 horse drawn)	57 (+1 horse drawn)	11	11 (+1 horse drawn)
Cab	16	12	4	....
Hire Car	19	16	3	1
Aircraft	19	10	9	3
TOTAL	1 094	900	194	99

In addition 1 001 ancillary and 1 251 hire and drive licences were issued.

PUBLIC VEHICLE HEARINGS AND ENQUIRIES

During the year, 86 applications for Public Vehicle licences were considered at hearings or enquiries. The hearings and enquiries resulted in the following decisions:—

Total	*Approved*	*Refused*	*Deferred*	*Withdrawn*
86	35	45	3	3

TRANSFERS OF PUBLIC VEHICLE LICENCES

Two-thousand nine-hundred and sixty-eight Public Vehicle Licences were transferred during the year, including 856 ancillary licences. These transfers included transfers of licencee, vehicle or traffic area.

PUBLIC VEHICLES LICENSING APPEALS TRIBUNAL

As a result of decisions made by the Commission forty-five appeals were lodged with the Public Vehicles Licensing Appeal Tribunal. Of these nine were upheld and thirty-six dismissed.

VEHICLE INSPECTIONS

The Commission continued its policy of inspecting vehicles on a random basis for roadworthiness. In addition, all vehicles imported from interstate or overseas, vehicles presented for re-registration and all vehicles presented for licensing as public vehicles were inspected.

Random inspections of used car yards continued during the year, with special emphasis being given to those yards which had a history of defective vehicles. The incidence of defective vehicles being offered for sale has decreased considerably.

The following table indicates the level of inspection in this area of operation in comparison with previous years:—

	1977-78	*1978-79*	*1979-80*	*1980-81*
Total vehicles inspected	4 066	5 877	3 715	2 461
Defect and discontinuance notices issued	884	950	497	49
Percentage of defective vehicles	21·7%	16·1%	7·4%	1·9

INSPECTION OF COACHES AND OMNIBUSES

Six monthly inspections of coaches and omnibuses was maintained during the year with 2 225 inspections being undertaken. This compared with 1 907 in 1978–79 and 2 169 in 1979–80.

The general condition of large tourist coaches and coaches servicing major centres has improved considerably. School coaches and smaller service and charter coaches in some areas are still causing concern.

CABS AND HIRE CARS

The standard of cabs and hire cars continued to improve during the year. A number of smaller more compact vehicles were presented for licensing. Vehicles such as the Volkswagon Golf, Ford Laser and Datsun Bluebird are now approved vehicles for use as taxi-cabs.

During the year, the Maxi-Taxi concept was examined by the Transport Policy Unit and was introduced on a trial basis. These vehicles which can carry up to eight passengers and have facilities for carrying people in wheelchairs have been accepted and now form part of the Hobart taxi fleet. Applications have been made to introduce Maxi-Taxis in other centres.

The Commission also introduced a system of issuing open taxi licences in lieu of restricted licences. The majority of restrictive licences in Hobart were exchanged on a 3:2 basis.

Also during the year, 1 169 taxi-cabs and hire car inspections were undertaken, This compares with 1 526 inspections in 1979–80 and 804 in 1978–79.

AMBULANCES

The condition of ambulance vehicles has improved considerably since the Commission introduced, with the co-operation of Ambulance Boards, a system of six-monthly inspections.

Seventy-five Ambulance inspections were carried out. This compares with fifty-one during 1979–80 and 68 during 1978–79.

GOODS CARRYING VEHICLES

Random inspections of goods carrying vehicles continued during the year and whilst the standard of vehicles is improving, a lack of preventative maintenance on older vehicles is still evident.

Security of loads is still causing concern. During the year, there was a number of instances where large loads became dislodged from vehicles and in one instance, may have contributed to a death.

INSPECTIONS OF VEHICLES INVOLVED IN FATAL AND SERIOUS ROAD ACCIDENTS

Inspections were undertaken of 117 vehicles involved in fatal accidents (120 deaths) and eighty-one vehicles involved in serious accidents. In 1979–80 the respective figures were 104 vehicles representing eighty-one deaths and sixty-nine vehicles involved in serious accidents.

DEFECT AND DISCONTINUANCE NOTICES

A total of 2 957 defect notices and 289 discontinuance notices were issued during the year. The following is a table comparing the last three years:—

Year	*Defect Notices*	*Discontinuance Notices*
1978–79	3 036	175
1979–80	2 912	320
1980–81	2 957	289

TRAFFIC INFRINGEMENT NOTICES

One thousand seven-hundred and eight Traffic Infringement Notices were issued by Transport Inspectors during the year. The issue of these notices continues to reduce the time and cost involved in court appearances. The following table is a table comparing the last four years:—

Year	*No. Issued*
1977–78	1 305
1978–79	1 541
1979–80	1 604
1980–81	1 708

PERMIT FEES

Out of area permit fees collected during the year and paid direct to the State Highways Trust Fund amounted to $703 070·70. The following table is a comparison of the revenue collected over the past five years:—

	1976–77	*1977–78*	*1978–79*	*1979–80*	*1980–81*
	$	$	$	$	$
Daily permits	599 286	757 889	520 413	518 284	313 316·21
Monthly permits			260 870	347 112	229 789·98
Annual permits	216 887	277 173	255 493	337 153	159 964·51
	816 173	1 035 062	1 036 776	1 202 549	703 070·70
				Less Refunds	166 175
				Total	$536 895·70

There was a high level of refunds to operators on annual permits when permit fees were abolished in December 1980 for other than list 1 goods (rail protection).

REVENUE — LICENCE FEES

Revenue from licence fees for the year amounted to $114 029

Figures since 1976–77 are shown below:—

1976–77	*1977–78*	*1978–79*	*1979–80*	*1980–81*
$101 399	$98 262	$105 603	$114 546	$114 092

PROSECUTIONS

A total of 3 291 traffic reports were submitted during the year alleging 4 289 offences under the Traffic Act and Regulations.

The total number of successful prosecutions was 2 494, of which 620 were for overload offences.

The table below gives a five year comparison of the number of prosecutions and financial penalties imposed:—

	1976-77	*1977-78*	*1978-79*	*1979-80*	*1980-81*
Prosecutions	1 427	1 282	1 956	3 158	2 494
Penalties	$56 787	$82 151	$121 156	$191 059	$161 343

PRODUCTION OF DRIVERS LICENCES

Concern is again expressed at the failure of drivers of motor vehicles to carry their drivers licences. There appears to be a reluctance on the part of drivers to carry their driver's licences as required by the Traffic Act and Regulations

A total of 601 requests to produce driver's licences were issued by Transport Inspectors. This compared with 432 the previous year.

COACH LICENCES — CHARTER OPERATION

During the year, a review was undertaken of operators of coach licences who have omnibus exemptions which permit them to undertake charter work when not operating route services. As a result of this review, many omnibus exemptions were either withdrawn or restrictions imposed. In addition, all coach and omnibus licences now have an endorsement on the conditions of licence requiring them to maintain records of all charter services undertaken during the year.

INTRODUCTION OF NEW SERVICES

During the year, private coach operators were approached with a view to introducing passenger coach services to areas which had been requested by the public.

As a result of these approaches, new services were introduced as follows:—

- Daily service between Hobart and Port Arthur.
- Week-end services between Hobart and Sorell.
- Twice weekly service between Lewisham, Dodges Ferry and Hobart.

CO-ORDINATION WITH INDUSTRY

With the change in permit arrangements, the Commission established a forum of discussion between senior staff and representatives of the Road Transport Industry in an endeavour to establish a new system of control over licensing of goods carrying vehicles. A number of meetings have been held but to date, finality has not been reached on a new system.

Similar meetings have been held in relation to the licensing of taxis and buses.

MECHANICAL ENGINEERING SECTION

INTRODUCTION

During the year, the Mechanical Engineering Section continued its role of providing technical assistance and advice to the public. It also was involved in various projects and technical investigations.

VEHICLE EXHAUST EMISSIONS

Exhaust emission tests were undertaken at the request of the Department of the Environment on vehicles inspected at Vehicle Inspection Stations throughout the State. The Mechanical Engineering Section conducted a preliminary investigation of this proposal by testing the exhaust emissions of a sample of vehicles at the Hobart Inspection Station.

Approximately, one-third of the vehicles tested exceeded the levels of hydro-carbon and carbon monoxide set by the Environmental Protection (Atmospheric Pollution) Regulations. Vehicles usually fail these tests for one or more of the following reasons:—

- engine out of tune;
- engine wear;
- emission control equipment defective;
- emission control equipment removed or rendered inoperative.

As well as contributing an excess amount to atmospheric pollution, these vehicles are often using excessive amounts of fuel. It is proposed to introduce exhaust emission tests at Vehicle Inspection Stations during the next financial year.

GROSS VEHICLE MASS

Gross Vehicle Mass (G.V.M.) for rigid trucks and Gross Combination Mass (G.C.M.) for prime movers and trucks towing trailers are to be used to control the loads carried by goods carrying vehicles and ensure that these vehicles are not loaded beyond a safe limit. It is also anticipated that G.V.M. and G.C.M. will become the basis for motor tax during the next financial year, replacing the present system which is based on the rated power of the engine and the unladen mass of the vehicle.

The section has been allocating a G.V.M. and/or G.C.M. to all utilities, vans, trucks and prime movers on register, over 30 000 vehicles in total. These assessments have been based on the vehicle manufacturer's load rating including a tolerance of 5% (for light vehicles) or 10% (for heavy vehicles). The G.V.M. or G.C.M. is reduced where necessary to the limit set by axle load regulations.

The section also handles requests from vehicle owners for a review of the G.V.M. or G.C.M. for their vehicle where the assessment is considered inappropriate or if the vehicle has been modified to increase its carrying capacity.

VEHICLE INFORMATION BULLETINS

A Series of Vehicle Information Bulletins have proved most useful in explaining various technical and legislative requirements to the public and the road transport industry. During the year, bulletins were issued dealing with lighting on heavy vehicles and the requirements for caravans and trailers.

L.P. GAS CONVERSIONS

The number of vehicles converting to L.P. Gas operations has continued at a slightly reduced rate from the initial surge of interest in the previous year. However, a steady number of mechanics are gaining the approval of the Department of Mines to perform L.P. Gas conversions in accordance with Australian Standards 1425. The section has assisted the Department of Mines in inspecting each installer's initial conversion to ensure they are of a suitable standard.

ALTERATIONS TO VEHICLE INSPECTION STATION

The Section designed and supervised alterations to the Vehicle Inspection Station at Paterson Street, Launceston. To improve service to the public, a cashier's work station was installed and a vehicle servicing area was converted to office space.

LEGISLATION

The following amendments were made to the Traffic Act and Regulations during 1980–81.

OWNER RESPONSIBILITY FOR PARKING OFFENCES

Provision was made for the registered owner of a motor vehicle to be responsible, in the first instance, for parking offences which occurred in a restricted parking area. Prior to this legislation, police experienced difficulty in prosecuting a person for such an offence unless they were able to identify the responsible party.

POWER ASSISTED CYCLES

The traffic Act was amended to enable a small motor, of 200 watts or less, to be attached to a bicycle without the need for the rider to be licensed or the bike to be registered.

AUSTRALIAN ROAD RESEARCH BOARD
- 6 JUL 1983
LIBRARY

POWER OF ARREST

This amendment enabled a Police Officer to arrest a person who failed to give his name and address when requested to do so.

FLASHING LIGHTS ON CERTAIN VEHICLES

Previously only prescribed vehicles could be fitted with a flashing or rotating amber light. A Regulatory Amendment now provides that the Commission can give written authority for a vehicle to use a flashing or rotating amber light.

EXTERNAL IDENTIFICATION FOR LIQUID PETROLEUM GAS POWERED VEHICLES

As an aid to Police and Firemen in the event of an accident involving a vehicle powered by L.P.G., regulations were amended to provide for a label to be affixed to the front and rear number plate of any such vehicle.

RADAR DETECTION DEVICES

It is now an offence for a vehicle to be fitted with a device capable of detecting or interfering with electro-magnetic radiations from a radar speed analyser.

POWERS OF POLICE TO REMOVE OBSTRUCTING VEHICLES

Police Officers, as a result of this regulatory change, can seize and remove to a place of safe custody, a vehicle which obstructs access to or from a property.

T-JUNCTION RULE

As at 1 March 1981, a driver approaching an uncontrolled T-junction from a terminating carriageway must give way to all traffic in the street the carriageway terminates.

TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNALS

General

With the addition of five sets of traffic signals, the total number in the State is 173. There are 136 vehicular actuated signals and thirty-five pedestrian operated signals. Two sets of signals are still maintained for Fire Brigade emergency control.

During 1980–81 vehicle actuated signals were installed at the following locations:—

- Chapel Street/Main Road, Glenorchy.
- Eastern Outlet/East Warrane junction, Clarence.
- Hobart Road/Innocent Street/Riseley Street, Launceston.
- Alanvale Connector/George Town Road, Launceston.
- Bass Highway/Reeves Street, Burnie.

Modifications to improve existing signals are carried out continuously. This year work was carried out at three intersections:—

- Elizabeth Street/Wellington Street, Launceston.
- Brisbane Street/Tamar Street, Launceston.
- Brisbane Street/St John Street, Launceston.

Co-ordinated Traffic Signals

Co-ordination of the traffic signals in Davey Street and Macquarie Street began in December 1980 after an official commissioning by the Honourable the Minister for Transport.

The necessary traffic signal timing plans are developed by a ' Data General Nova III ' Computer and phase change commands are sent to each controller via an ' Eagle CS300 Interface '.

Work on improving and adding to the system is continuing. The addition of intersections within the central business district area to the co-ordinated network is expected to take place in the coming year.

PRIORITY ROUTES

Another thirteen priority routes were added to the system this year bringing the total, Statewide, to 118. The geographical distribution of the new priority routes is as follows:—

- South 7
- North 4
- North-West 1
- West 1

The streets converted to traffic priority route status during 1980–81 were:—

- Thompsons Lane/Alanvale Road, Lilydale.
- Ironcliffe Road, Penguin (extended).
- Amy Road, Launceston.
- Olinda Grove/Southern Outlet Link, Mount Nelson.
- Tolosa Street, Glenorchy (extended).
- Hutchins Street, Kingston.
- David Street, Newstead.
- Dampier Street/Flagstaff Gully Road, Warrane (extended).
- Harold Street/Reid Street, Strahan.
- Brooker Avenue/Collins Street, Hobart.
- Renfrew Circle, Goodwood.
- Conlan Street, Launceston.
- Alunga Road/Clarence Link Road, Chigwell.

On 1 March 1981 following a national publicity campaign the new T-junction rule was introduced simultaneously in all States. Tasmania experienced no difficulty in carrying out the change.

PEDESTRIAN FACILITIES

Another seven part-time children's crossings were installed this year at the following locations:—

- Lamprill Circle, Bridgewater.
- Station Road, St Leonards.
- Nelson Road/Southern Outlet.
- Church Street, Oatlands.
- Duntroon Drive, Rokeby.
- Grubb Street, Beaconsfield.
- Charles Street, Orford.

There are now 119 children's crossings Statewide.

ROAD SIGNS AND MARKINGS

During the year the Commission approved 587 traffic control schemes throughout the State involving the installation of road signs and pavement markings.

ACCIDENT ANALYSIS

General

The Commission has maintained for more than a decade a manually operated accident information system based on Police traffic accident reports.

In 1979 the Commission introduced a computerised accident data system to enable comprehensive accident data to be made readily available and traffic accident patterns to be identified.

The accident data provides a basic input to Traffic Engineering, investigation of safety deficient locations, intersection ' black spot ' identification, traffic signal installation and modification programming and fatal accident site investigations.

Most of the information derived is made available to other organisations for research purposes and for road safety applications.

Identification of Accident ' Black Spots '

Special attention is being given to patterns of accident types at intersections and to identifying site problems by on-site inspections. This year sixty-two problem sites were identified.

Fatal Accident Locations

To help discover the real cause of fatal accidents a system has been developed to enable the circumstances and comparisons to be examined regarding each fatal accident. Where site conditions are suspect inspections are made and recommendations provided. During 1980–81 111 locations were reviewed.

RESEARCH STUDIES

Two of the more important research activities included a comprehensive Child Restraint Usage Survey and a study into the effectiveness of a number of traffic signs.

TRAFFIC STUDIES

General

The Division was involved in the following studies during the year:—

Review of Waverley Street Closure and Effect of Traffic on South Street

A comprehensive residential amenity study involving traffic surveys and canvassing of local residents.

Mount Stuart/West Hobart — Traffic Management

A joint study with local representative groups.

Sandy Bay/Dynnyrne — Traffic Management

A comprehensive report was completed and liaison is continuing with the Hobart City Council.

Glenorchy — Through Traffic

The Division completed investigations and prepared a report on the problems of ' through ' traffic in the western suburbs of Glenorchy.

Devonport — Traffic Study

A joint study with the Devonport City Council on the traffic circulation in the Central Business District.

Effects of Wellington Strret Traffic — Launceston

Investigations into improvements on the existing street network through the Glen Dhu area.

Glen Dhu — Traffic Management

Participation in the planning of future road links in the Glen Dhu corridor.

Sub-division Proposals

The Division provided a traffic engineering service to the Town and Country Planning Commission on the traffic implications in new sub-division proposals.

MARINE DIVISION

COASTAL SHIPPING SERVICES

The improvement in Coastal Shipping Services trading results attained over previous years continued in 1980–81 when the nett loss was further reduced to $550 740, bettering the previous year by $377 757. Interest and Depreciation payments amounted to $569 116 which, when taken into account in the overall operations, shows a cash flow profit for the year of $18 376.

The results achieved were as a consequence of a substantial increase in freight earnings due largely to greater volumes of cargo carried and a reduction in empty returns. In fact, towards the end of the year, in the Stanley/Melbourne/Stanley trade, there was insufficient capacity to accept all of the cargo offering.

A vigorous policy of 'selling' the service was pursued with the aim of using the earnings in the potentially profitable sections of the operation as an offset against the less profitable, but essential, sections of the King Island trade.

'Straitsman' again operated efficiently within the limits of the somewhat dated technologies of the vessel itself and the terminals. Trading efficiency, time actually operational, was 88 per cent this year, compared to 91 per cent in 1979–80 and 84·5 per cent in 1978–79. The difference this year was due mainly to the loss of an additional six days because of bad weather and five days for repairs. One day was lost because of an industrial dispute, but this dispute, had nothing to do with 'Straitsman' staff.

The vessel completed 321 voyages during 1980–81, an average of 6·17 trips per week in the difficult weather conditions of the Bass Strait trade.

Although 'Straitsman' has given good service it is nearing the end of its useful life and basic design studies for a replacement vessel have already been carried out.

BRUNY ISLAND FERRY SERVICE

Ferries

The most significant feature of the Bruny Ferry operation this year was a substantial increase in fares, and the restructure of the fare schedule itself so that it would apply more equitably to commercial users. These changes became operative from 24 April 1981 and had the effect of increasing revenue by approximately $50 000 as compared to revenue collections in the previous year; and reducing the loss on the service by some $25 000 to $609 584. Naturally, the improvement in 1981–82 should be more substantial.

Numbers of vehicles carried increased from 66 366 in 1979–80 to 71 414, somewhat in excess of the usual 5 per cent growth rate in spite of the increase in fares effective in the latter part of the year. To some extent this figure is attributable to the numbers of trucks using the ferries in the carting of materials for the new road to Roberts Point, and to an increase in log haulage from Bruny Island to the A.P.M. Plant at Port Huon.

New Terminals

The construction of the Kettering road link of 8·3 km between the Bruny main road and the site of the new terminal at Roberts Point was commenced on 25 September 1980 and is expected to be completed by May 1982. Potential tenderers for construction of the new Roberts Point and Kettering terminals were invited to register in April 1981, and it is expected that a tender will be let by the end of 1981.

POLICY MATTERS

Marine and Ports Council of Australia

The Tasmanian representative on the Marine and Ports Council of Australia is the Minister for Transport, who is supported by the Commission's Director of Marine and his Adviser.

During the year the Marine and Ports Council of Australia dealt with a number of topics concerning maritime affairs including:

- the national co-ordination of the ship repair industry;
- cargo centralization;
- tanker operations at Australian ports;
- State legislation complementing the Navigation Amendment Act;
- cargo operations at Australian ports;
- the 200 mile Australian Fishing Zone;
- the application of international treaties on maritime matters;
- standard guage railway connections to Australian ports, etc.

SHIPPING REVIEW COMMITTEE

the Shipping Review Committee consists of representatives of shipping companies serving Tasmania, trade union officials associated with the maritime industry and businessmen involved with the State's transport links. It is chaired by the Minister for Transport.

During the year this committee met on four occassions and discussed such matters as:

- industrial exemptions for Tasmanian sea links;
- replacement of the ' Empress of Australia ';
- freight equalization;
- interstate trade statistics;
- the operations of the National Maritime College;
- transport planning etc.

OTHER MATTERS

during the year the Marine Division was also either responsible for or active in such matters as:

- the purchase of Government vessels;
- the State's Marine Pollution Committee;
- the proposed purchase of a floating dock;
- the water safety publicity campaign;
- re-introduction of a trans-Derwent Ferry Service;
- waterfront productivity, etc.

TRANSPORT POLICY UNIT

The Transport Policy Unit, formerly known as the Research and Policy Development Division, was established during the year to provide an input to the Transport Planning Co-ordinating Committee, the main advisory body to the Transport Minister of the day.

In September 1980 Mr Paul Hooper and Mr Neil Aplin joined the Transport Policy Unit as Senior Economist and Senior Transport Planner respectively.

Research, planning and policy development covered a wide range of issues during the year and as a result of these activities the following reports and papers were prepared.

TRANSPORT POLICY UNIT REPORT No.

1. Flinders Island Ports Study.
2. Port of Stanley Study.
3. Report on an Assessment of Derwent Region Transportation Study Road Proposals: First Five Years.
4. Transport of Logs Study.

TRANSPORT POLICY UNIT PAPER No.

1/81 The Movement of Fertilisers Ex Risdon with Particular Reference to Rail Carriage and Out-of-Area Permit Fees.

2/81 Direction for a Fares Policy: Bruny Island Ferry Service.

3/81 Paper on Restructured Motor Tax and Assessment of Fuel Franchise Rates and Collections.

4/81 Tasmanian Freight Equalisation Study Review: Assessment of the Bureau of Transport Economics ' Landbridge ' Approach.

5/81 North-West Transport Issues Study. A Joint Report by the TPU and the North-West Master Planning Authority.

The TPU also prepared State submissions to the Senate Select Committee on Passenger Fares and Services to and from Tasmania, and the Independent Public Inquiry into Domestic Air Fares.

Input was provided for several studies being undertaken by consultants. They involved the Private Bus Study, Trans-Derwent Ferry Study, Area Permit Study and the Road Pricing Study.

The Director of the Unit,. Mr B. J. Lynch, visited Indonesia during the year in connection with future Australian Columbo Plan Assistance on railway upgrading.

Additional work is currently underway on the following subjects:—

- the future of intrastate air services;
- the transport of logs;
- proposed rail branch line closures;
- private bus operations
- bicycle facilities.

TRANSPORT PLANNING AND RESEARCH

Commonwealth assistance to the States under the Transport Planning and Research (Financial Assistance) Act was terminated on 30 June 1981. Planning and research activities undertaken or directed by the TPU under this Act during 1980–81 included the following:—

- *North-West Transport Issue Study* — a study designed to assess the need for a comprehensive transportation review for the North-West Coast. Some 130 organisations were surveyed and written submissions invited from individuals and groups.
- *Private Bus Study* — the overall extent of the private bus industry in Tasmania was reviewed, and methodology developed for the analysis of individual private bus undertakings, and regular route passenger services have been examined. A study aimed at defining service standards for private bus services was carried out by the Transport Economics Centre at the University of Tasmania. This study is continuing.
- *Public Transport for the Handicapped* — a study aimed towards determining what changes in Government transport or other public transport are desirable to improve mobility of disabled travellers in Tasmania. Maxi-taxis, mini-bus type vehicles which can transport wheelchair-confined passengers, were introduced into the normal taxi system on an experimental basis in February 1981. The project has been monitored, and a report prepared by the Transport Economics Centre at the University of Tasmania.
- *Road Pricing Study* — the Transport Economics Centre prepared a report detailing findings of an analysis into appropriate pricing levels by road user category.

PRECISION TOOL ANNEXE

The Precision Tool Annexe earned $1·86 million in the year ended June 1981.

Although the value of sales rose by some 25 per cent over the previous year the results were insufficient to prevent a loss of $296 000, a slight improvement on 1979–80 ($318 000).

Generally the factory was kept busy during most of the year but again the number of one-off urgent and specialist jobs tended to inhibit work planning and profitability.

As reported last year a contract for the manufacture of MK 46 torpedo barrels for the 'Gould' company of the U.S.A. was negotiated.

The first five torpedo barrels were delivered to the United States in May 1981 for testing and late reports of results of the tests are good.

The torpedo barrel project is expected to tax the capacity of the Precision Tool Annexe's computer controlled machine centre to the limit and should return some $400 000 in revenue during 1981–82.

The Precision Tool Annexe's ability to gain further high technology work has been enhanced by its recognition this year as an 'AS 1822' approved workshop, it also qualified as an 'Approved Research Organisation' under the Australian Industrial Research and Development Incentive Board.

Other efforts to improve workshop performance and recognition in the field include, the establishment of a central planning and control system for production and stores and the publication and distribution of a marketing brochure. Both of these measures are having beneficial effects.

Further vigorous efforts to improve efficiency and to agressively canvass the market place will be needed next year and consideration may have to be given to changing the somewhat outmoded name of 'Annexe', especially as the commonly known name in the United States for our kind of business is a 'machine shop'.

URBAN PROJECTS CO-ORDINATION

The implementation of the Launceston Transportation Revision roadworks programme highlighted the need for a Co-ordinator for this and other major urban projects and Mr W. Counsell began assisting the Department of Main Roads and Transport Commission in this capacity in June 1980.

In Launceston the Co-ordination Committee which consists of the Co-ordinator, the Commissioner for Transport, representatives from the Port of Launceston Authority, and the Tamar Regional Master Planning Authority, meets every three to four months.

With the adoption in principle of the Derwent Region Transportation (DRTS) roadworks programme in March 1981, the Co-ordinator was charged with overseeing this project.

The DRTS Committee consists of the Co-ordinator, the Director of Main Roads, the Commissioner for Transport and representatives from Local Government, the Metropolitan Transport Trust, the Housing Division and the Southern Metropolitan Planning Authority.

The first meeting of the DRTS Committee was held on 12 June 1981 and subsequent meetings are planned for every two to three months.

FINANCE DIVISION

ACCOUNTING

In October 1980 the remaining accounting services provided for the Australian National Railways ceased.

A.N.R. now processes its own payroll from terminals linked to the Commission's Prime 550 processor in Hobart. During the year the Commission's own payroll and stores applications were transferred to the new computer.

System design and documentation for the new costing system is almost complete.

DATA PROCESSING

The new 'on-line' motor registry system linking the regional offices at Launceston, Burnie and Devonport with Hobart commenced operations on 1 July 1980.

Undestandably the change from a batch system (of 1965 origin) to a sophisticated on-line system was not without its problems.

Initially the response time of the system caused delays in processing, particularly with mail transactions.

Continual improvements and modifications to the system plus the dedication and the gaining of more experience by all of the staff involved have stabilised the position.

Work on completing a new data base, which is expected to further reduce response time, will continue in 1981–82.

The second processor in the computer system (a Prime 550) in addition to providing a back-up facility for the motor registry system has been linked to the Metropolitan Transport Trust, the Department of Main Roads in Hobart and the Australian National Railways and the Precision Tool Annexe in Launceston.

Applications currently being processed on the Prime 550 are payroll, stores, accident statistics, revenue, driver rostering, general ledger, insurance and road statistics and signals co-ordination.

AERODROMES

The Commission continued to be responsible for the operation of the aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

The maintenance and capital costs for Smithton aerodrome are met on a 50:50 basis by the Commonwealth and State Governments under the Local Ownership Plan.

Costs incurred by the Commission for the upkeep of the landing areas are reimbursed by the State Government.

As far as the other aerodromes at Queenstown, Strahan and St Helens are concerned, each are owned by the local municipality but operated under the Local Ownership Plan with the Commonwealth meeting 50 per cent of the costs, the State 40 per cent and the local authority 10 per cent.

Reimbursement to the Commission by the State Government in 1980–81 amounted to $26 311.

PUBLIC RELATIONS AND PUBLICITY

The Commission concentrated on a policy of improving goodwill over the past year.

As in previous years material for feature articles, statistical data and other transport related information was prepared and made available to the media, commerce, educational authorities and to a growing number of personal callers.

Commission representation on the Board of Management of the Tasmanian Tourist Council and on the Southern Regional Division of the Council is regarded as an important community involvement and most meetings were attended by the Commission's Public Relations Officer.

School student tours of the Commission's buildings and specialist work areas and co-operation in the area of job orientation with a number of final year high school leavers was another area of community involvement.

A number of community service bulletin type advertisements were published in Tasmania dailies and the subjects ranged from advice to pensioners regarding drivers licences and vehicle registration concessions, to advice on illegal parking on loading zones to co-operative advertising with Transport Australia concerning the nationwide T-juntion rule change.

Publicity concerning the Bruny Island ferry service and applications for public vehicle licences was provided throughout the year by way of paid newspaper advertisements.

As stated in the section for the Precision Tool Annexe a high quality marketing brochure was published by the Commission during the year; this brochure has been well received by many sections of industry throughout the country.

The following publications are prepared by the Commission and supplied on request:—

- Children's School Crossings;
- Schedule of Out-of-Area Permit Fees;
- Guide to Road Vehicle Limits;
- A Guide to Operation of Cabs and Hire Cars;
- Guide to the Regulations of Coaches and Omnibuses;
- Guide to Mass of Commodities;
- Vehicle Information Bulletin;
- News Bulletin.

STAFF

Sincere thanks are extended to all staff for their loyal and efficient service throughout the year.

LIST OF APPENDICES

1. TRANSPORT COMMISSION —
1.1 Balance Sheet.
1.2 Consolidated Trading Account.
1.3 Profit and Loss Account.
1.4 Net Revenue Appropriation Account.
1.5 Ministerial Office Account, Minister for Transport.
1.6 Ministerial Office Account, Minister for Resources and Energy.
1.7 Depreciation, Obsolescence and Replacement Account.
1.8 Financial Results.
1.9 General Statistical Summary.
1.10 Staff Employed 1978–79 to 1980–81.
1.11 Capital Expenditure.

2. ROAD TRANSPORT BRANCH —
2.1 Traffic Account, Road Transport Branch and Traffic Engineering Section.
2.2 Motor Taxation Revenue Account.
2.3 Stamp Duty Collection Account.
2.4 Public Vehicle Licences.
2.5 Out-of-Area Permit Fees.
2.6 Traffic Infringement Notices.
2.7 Motor and Other Vehicles Registered in Tasmania since 1966–67.
2.8 Registrations of New Vehicles since 1966–67.
2.9 Traffic Accidents.
2.10 Summary of Accidents and Casualties.
2.11 Summary of Accident and Casualty Rates.
2.12 Types of Road Users Killed and Injured.

3. MARINE BRANCH —
Coastal Shipping Service —
3.1 Balance Sheet.
3.2 Trading Account.
3.3 Profit and Loss Account.
3.4 Tonnage and Livestock Carried Statistics.
3.5 Voyage Statistics.
Bruny Island Ferry Service —
3.6 Balance Sheet.
3.7 Trading Account.
3.8 Profit and Loss Account.
3.9 Vehicle Statistics.

4. PRECISION TOOL ANNEXE —
4.1 Balance Sheet.
4.2 Trading Account.
4.3 Profit and Loss Account.

Appendix 1.1
TRANSPORT COMMISSION
Balance Sheet as at 30 June 1981

1979–80 $		$	1980–81 $	$
	(A) NATURE AND SOURCE OF FUNDS—[1]			
	(1) **For Permanent Capital:—**			
7 192 483	From interest bearing loans by State Treasury less amounts written off and repayments		7 248 737	
106 166	From non-interest bearing contributions (Australian Government) being value of machine tools and equipment on loan		106 166	
	From interest bearing loans by Australian Government, less repayments—			
829 206	M.V. 'Straitsman'		741 922	
....	Precision Tool Annexe		323 400	
8 127 865				8 420 225
	(2) **For Working Capital:**[2]			
3 451 389	From interest bearing advances by State Treasury for working expenses, purchase and manufacture of stores	3 451 389		
18 343 964	From non-interest bearing contributions from Consolidated Revenue for losses 1.7.74 to 30.6.80[3]	22 681 818		
21 795 353			26 133 207	
22 681 819	*Less* Accumulated Loss 1.7.74 to 30.6.81		27 371 787	
886 466*Dr*	Total Net Funds for Working Capital			1 238 580*Dr*
396 595	(3) **Loan Redemption Reserve Account**			467 595
63 270	(4) **Contribution by Australian Government towards reduction of Loan Liability**			83 337
	(5) **Provisions:**			
162 347	Workers Compensation[4]		200 189	
11 505	Motor Vehicle Insurance Fund		13 419	
72 328	Provision for Annual and Long Service Leave		73 975	
246 180				287 583
$7 947 444	**Total Net Funds for all purposes**			$8 020 160
	(B) THIS SUM IS REPRESENTED BY —			
	(1) **Fixed Assets** (at cost, less amounts written off sales and abandoned assets):			
4 433 310	Marine Services, Plant and Equipment	4 542 459		
2 337 443	*Less* Provision for Depreciation	2 779 024		
2 095 867			1 763 435	
1 734 850	Precision Tool Annexe	2 021 063		
336 274	*Less* Provision for Depreciation	430 287		
1 398 576			1 590 776	
	General Assets —			
1 287 343	Transport Commission, Building	1 287 343		
295 504	*Less* Provision for Depreciation	335 087		
991 839			952 256	
93 205	Workshop — 19 Collins Street	93 205		
43 340	*Less* Provision for Depreciation	50 071		
49 865			43 134	
524 991	Aerodromes		532 351	
106 771	Motor Registry, Burnie	106 771		
9 879	*Less* Provision for Depreciation	13 183		
96 892			93 588	
190 557	Motor Registry, Devonport	190 558		

Appendix 1.1 — *continued*

TRANSPORT COMMISSION

Balance Sheet as at 30 June 1981

1979–80 $		$	1980–1981 $	$
16 515	*Less* Provision for Depreciation	21 923		
174 042			168 635	
159 258	Motor Vehicle Inspection Station, Launceston	159 259		
4 354	*Less* Provision for Depreciation	6 545		
154 904			152 714	
8 063	Sackville Street, Hobart	8 062		
484	*Less* Provision for Depreciation	745		
7 579			7 317	
954 486	Computer Equipment	985 772		
83 395	*Less* Provision for Depreciation	226 569		
871 091			759 203	
....	Dry Dock	36 704		
....	*Less* Provision for Depreciation	12 235		
....			24 469	
6 365 646	**Total Fixed Assets**[5]	....	....	6 087 878
	(2) **Investments:**[6]			
1 662 960	Depreciation Account invested with State Sinking Fund Commissioners	....	....	2 250 822
	(3) **Deferred Assets:**			
225 089	Revenue — Expenditure	257 384		
11 975	Loan — Air Tasmania Ltd	11 975		
237 064			269 359	
	Less Deferred Liabilities:[7]			
11 975	Advance by State Treasury for Loan to Air Tasmania Ltd	....	11 975	
225 089	**Total Net Deferred Assets**	....	....	257 384
	(4) **Current Assets:**			
690 176	Stock on hand, materials and works in progress	770 505		
1 441 573	Bank	1 460 759		
7 720	Advance held by Accounting Officers	10 180		
1 145 792	Sundry Debtors	1 161 062		
36 199	Prepayments	40 249		
3 321 460			3 442 755	
	Less Current Liabilities:			
3 627 711	Sundry Creditors, including deposits held	4 018 679		
306 251 *Cr*	**Total Net Current Assets**	....	....	575 924 *Cr*
$7 947 444				$8 020 160

SUBMITTED:

D. T. YAXLEY, Chief Accountant

APPROVED:

R. W. J. MORRIS, Commissioner
A. L. FISHER, Associate Commissioner
A. J. PEDDER, Associate Commissioner

The above balance sheet is to be read in conjunction with the notes on financial statements following Appendix 1.11.

Appendix 1.2

TRANSPORT COMMISSION

CONSOLIDATED TRADING ACCOUNT

Year Ended 30 June 1981

1979–80	*Debit*	1980–81	1979–80	*Credit*	1980–81
$		$	$		$
519 960	Balance from Bruny Island Ferry Service Trading Account	477 801	1 326 292	Balance carried down to Profit and Loss Account	849 818
673 850	Balance from Coastal Shipping Service Trading Account	273 584			
132 482	Balance from Precision Tool Annexe Trading Account	98 433			
$1 326 292		$849 818	$1 326 292		$849 818

Appendix 1.3
TRANSPORT COMMISSION
PROFIT AND LOSS ACCOUNT
Year ended 30 June 1981

1979–80 $	*Debit*	1980–81 $	1979–80 $	*Credit*	1980–81 $
1 326 292	Balance brought down from Consolidated Trading Account	849 818	114 546	Public vehicle licence fees	119 850
	Administration and Public Vehicle Control:			Contribution from Department of Main Roads towards cost of inspection	
1 426 418	Administration charges	1 923 495	76 000	and weighing of motor vehicles	70 000
868 177	Public Vehicle control	872 683	360 631	Miscellaneous receipts	394 490
164 578	Miscellaneous	274 744			
271 236	Superannuation, pensions and gratuities	286 745	551 177		584 340
21 278	Film 'Bass Strait Highway'	....		*Contribution towards Aerodromes —*	
37 331	Special studies	47 052	10 403	Australian Government	10 750
			22 011	State Government	26 311
2 789 018		3 404 719	1 143	Aerodrome landing fees	1 473
	Aerodromes —				
33 557	Aerodrome maintenance	38 534	33 557		38 534
	Depreciation —			*Disbursement of Interest and Depreciation Charges —*	
11 963	Transport Commission Building	11 963	112 940	Transport Commission Building	....
2 231	Workshop, 19 Collins Street	2 246	11 282	Workshop, 19 Collins Street	....
241	Workshop, Launceston	241		Motor Registry — Burnie and Devonport and Motor Vehicle Testing	
2 330	Motor Registry, Burnie	2 330	46 805	Station, Launceston	60 617
4 217	Motor Registry, Devonport	4 217			
1 810	Motor Vehicle Testing Station Launceston	1 837	171 027		60 617
242	Sackville Street	242		Profit on sale of assets —	
83 395	Prime computer equipment	143 173	....	Tool Annexe	2 593
25 621	Provision for Loan Redemption	29 792	3 905	Marine Branch	41 788
....	Dry dock	12 234			
....	Inspection Station, Burnie	228	3 905		44 381
			4 337 855	Balance transferred to Net Revenue Appropriation Account	4 689 968
132 050		208 503			
	Interest on Treasury Loans and Advances —				
44 533	Administration	54 061			
365 028	Marine Branch	402 111			
158 012	Precision Tool Annexe	177 700			
83 383	General Assets	116 345			
6 822	Workshop, 19 Collins Street	7 024			
201	Workshop, Launceston	663			
89 650	Transport Commission Building	91 763			
7 599	Motor Registry — Burnie	8 408			
14 877	Motor Registry — Devonport	15 227			
11 754	Motor Vehicle Testing Station, Launceston	12 098			
635	Sackville Street	651			
....	Dry dock	117			
782 494		886 168			
	Interest on Depreciation Fund Moneys used for Purchase of New Assets —				
4 246	Marine Branch	6 829			
27 545	Precision Tool Annexe	22 775			
477	Transport Commission Building	494			
1 842	General assets	....			
34 110		30 098			
$5 097 521		$5 417 840	$5 097 521		$5 417 840

The above statement of profit and loss is to be read in conjunction with the notes on financial statements following Appendix 1.11.

Appendix 1.4

TRANSPORT COMMISSION

NET REVENUE APPROPRIATION ACCOUNT

Year ended 30 June 1981

1979–80 $	*Payments*	1980–81 $	1979–80 $	*Receipts*	1980–81 $
3 548 892	Balance brought down at 30 June 1980	4 337 855		Amount received from the Treasury under section 29 of the	
4 337 855	Balance brought down from Profit and Loss Account	4 689 968	3 548 892	Transport Act 1938	4 337 855
			4 337 855	Loss for year ended 30 June 1981	4 689 968
$7 886 747		$9 027 823	$7 886 747		$9 027 823

Appendix 1.5

TRANSPORT COMMISSION

MINISTERIAL OFFICE ACCOUNT — MINISTER FOR MAIN ROADS AND TRANSPORT

Year ended 30 June 1981

1979–80 $	*Payments*	1980–81 $	1979–80 $	*Receipts*	1980–81 $
....	Balance from previous Account	....	18	Balance from previous account	....
20 100	Amount expended on Ministerial office expenses	22 245	20 082	Amount received from Treasury	20 719
			....	Balance to next account	1 526
$20 100		$22 245	$20 100		$22 245

Appendix 1.6

TRANSPORT COMMISSION

MINISTERIAL OFFICE ACCOUNT — MINISTER FOR RESOURCES AND ENERGY

Year ended 30 June 1981

1979–80 $	*Payments*	1980–81 $	1979–80 $	*Receipts*	1980–81 $
574	Balance from previous Account	....	3 908	Amount received from Treasury	14 281
3 334	Amount expended on Ministerial Office Expenses	14 670	....	Balance to next Account	389
$3 908		$14 670	$3 908		$14 670

Appendix 1.7

TRANSPORT COMMISSION

DEPRECIATION, OBSOLESCENCE AND REPLACEMENT ACCOUNT

Year ended 30 June 1981

DEBIT:

	Dry Dock	*Computer*	*General*	*Motor Registry Burnie*	*Motor Registry D'port*	*Motor Vehicle Inspection Station Burnie*	*Motor Vehicle Inspection Station L'ton*	*Sackville Street*	*Traffic Engineering Workshop Hobart*	*Traffic Engineering Workshop L'ton*	*Marine Branch*	*Precision Tool Annexe*	*Total*
	$	$	$	$	$	$	$	$	$	$	$	$	$
Amount applied towards renewals 1.7.39 to 30.6.80	....	....	....	....	....	....	....	....	....	....	86 283	90 620	176 903
Year ended 30.6.81	....	....	....	....	....	....	....	....	....	....	....	....	....
											86 283	90 620	176 903
Amount applied towards purchase of new assets, 1.7.39 to 30.6.80	....	....	5 979	....	....	....	....	....	....	....	82 430	275 422	363 831
Year ended 30.6.81	....	....	....	....	....	....	....	....	....	....	....	....	....
			5 979								82 430	275 422	363 831
Amount of interest applied towards annual provisions to 30.6.80	....	....	....	....	....	....	....	....	....	....	227 505	91 206	318 711
Interest applied towards annual provisions year ended 30.6.81	....	....	....	....	....	....	....	....	....	....	....	....	....
											227 505	91 206	318 711
Amount applied in reduction of loan liability 1.7.39 to 30.6.80	....	5 368	136 298	4 035	4 969	....	3 825	153	7 390	....	229 210	36 010	427 258
Year ended 30.6.81	....	9 257	10 840	994	1 799	....	1 429	77	830	78	28 466	12 742	66 512
		14 625	147 138	5 029	6 768		5 254	230	8 220	78	257 676	48 752	493 770
Amount applied in reduction of loan liability and writing off of abandoned assets	....	....	....	....	....	....	....	....	....	....	1 260 846	104 306	1 365 152
Balance at 30.6.81	12 235	226 569	329 108	12 955	21 923	228	6 062	746	50 071	482	2 696 593	154 866	3 511 838
	$12 235	$241 194	$482 225	$17 984	$28 691	$228	$11 316	$976	$58 291	$560	$4 611 333	$765 172	$6 230 205

Appendix 1.7 — *continued*

TRANSPORT COMMISSION

DEPRECIATION, OBSOLESCENCE AND REPLACEMENT ACCOUNT

Year ended 30 June 1981

CREDIT:

	Dry Dock	*Computer*	*General*	*Motor Registry Burnie*	*Motor Registry D'port*	*Motor Vehicle Inspection Station Burnie*	*Motor Vehicle Inspection Station L'ton*	*Sackville Street*	*Traffic Engineering Workshop Hobart*	*Traffic Engineering Workshop L'ton*	*Marine Branch*	*Precision Tool Annexe*	*Total*
	$	$	$	$	$	$	$	$	$	$	$	$	$
Special provisions for loan redemption year ended 30.6.80	....	5 368	136 298	4 035	4 969	....	3 825	153	7 390	....	229 210	36 011	427 259
Year ended 30.6.81	....	9 257	10 840	994	1 799	....	1 429	77	830	78	28 466	12 742	66 512
		14 625	147 138	5 029	6 768		5 254	230	8 220	78	257 676	48 753	493 771
Amounts charged to annual accounts 1.7.39 to 30.6.80	....	83 396	191 374	9 265	15 590	....	4 113	484	27 306	241	3 343 101	437 729	4 112 599
Year ended 30.6.81	12 235	143 173	11 963	2 330	4 217	228	1 837	242	2 246	240	334 935	80 725	594 371
	12 235	226 569	203 337	11 595	19 807	228	5 950	726	29 552	481	3 678 036	518 454	4 706 970
Interest credited by State Sinking Fund Commissioners 1.7.39 to 30.6.80	....	....	98 262	615	925	....	....	....	16 034	....	479 109	66 590	661 535
Year ended 30.6.81	....	....	27 126	745	1 191	....	112	20	4 485	1	153 341	....	187 021
			125 388	1 360	2 116		112	20	20 519	1	632 450	66 590	848 556
Interest on Depreciation Fund moneys used for purchase of assets: 1.7.39 to 30.6.80	....	....	5 868	....	....	....	....	....	....	....	36 342	108 600	150 810
Year ended 30.6.81	....	....	494	....	....	....	....	....	....	....	6 829	22 775	30 098
			6 362								43 171	131 375	180 908
	$12 235	$241 194	$482 225	$17 984	$28 691	$228	$11 316	$976	$58 291	$560	$4 611 333	$765 172	$6 230 205

Appendix 1.7 — *continued*
SUMMARY OF DEPRECIATION FUND

		$
Depreciation applied to repayment Australian Government Loan—'Straitsman'		567 351
Depreciation applied to purchase of new assets		363 831
Depreciation applied to loan redemption		61 207
Depreciation invested with State Sinking Fund Commissioners		2 250 822
Depreciation for investments with State Sinking Fund Commissioners —	$	
Provision for 1980–81	594 371	
Special Provision for loan redemption	71 000	
	665 371	
Interest 1980–81	30 097	
	695 468	
Less amounts written off 1980–81	63 011	
		632 457
		$3 875 668
Total Provisions as per Balance Sheet—		
Marine Branch		2 779 024
Precision Tool Annexe		430 287
Transport Commission Building		335 087
Traffic Engineering Workshop — Hobart		50 071
Traffic Engineering Workshop — Launceston		482
Motor Registry Burnie		12 955
Motor Registry Devonport		21 923
Motor Vehicle Inspection Station, Launceston		6 062
Motor Vehicle Inspection Station, Burnie		228
Sackville Street, Hobart		745
Computer		226 569
Dry Dock		12 235
		$3 875 668

Appendix 1.8

SUMMARY OF FINANCIAL RESULTS, TRANSPORT COMMISSION

Year ended 30 June 1981

	1979-80	*1980-81*	*Increase+ or Decrease−*
	$	$	$
Losses on Operations—			
Bruny Island Ferry Service	634 587	609 585	− 25 002
Coastal Service	928 497	550 740	− 377 757
Precision Tool Annexe	318 040	298 908	− 19 131
	1 881 124	1 459 233	− 421 890
DEPARTMENT SECTIONS—			
Public Vehicle Control—			
Expenditure	920 269	929 577	+ 9 308
Revenue—			
Public Vehicle Fees	114 546	119 850	+ 5 304
Inspection and weighing of motor vehicles	76 000	70 000	− 6 000
	729 723	739 727	+ 10 004
Secretariat—			
Expenditure	859 249	1 076 065	+ 216 816
Revenue	42 360	16 655	− 25 705
	816 889	1 059 410	+ 242 521
Interest	82 377	184 306	+ 101 929
Depreciation	4 361	27 292	+ 22 931
	903 627	1 271 008	+ 367 381
Finance—			
Expenditure	444 121	543 044	+ 98 923
Revenue	75 000	....	− 75 000
	369 121	543 044	+ 173 923
Data Processing—			
Expenditure	593 189	553 885	− 39 304
Revenue	271 081	335 090	+ 64 009
	322 108	218 795	− 103 313
Interest	47 293	78 356	+ 31 063
Depreciation	88 764	152 430	+ 63 666
	458 165	449 581	− 8 584
Transport Policy Unit — Expenditure—			
Administration	....	103 188	+ 103 187
Special studies	....	47 052	+ 47 052
		150 240	+ 150 239
Marine Policy Unit—			
Expenditure	....	139 165	+ 139 165
Revenue (Water Safety Campaign)	....	30 000	+ 30 000
		109 165	+ 109 165
Interest	....	116	+ 116
Depreciation	....	12 235	+ 12 235
		121 516	+ 121 516
	4 341 760	4 734 349	+ 392 589
Less Capital Profit—			
Precision Tool Annexe	....	2 593	+ 2 593
Marine Branch	3 905	41 788	37 883
	$4 337 855	$4 689 968	+$352 113

Appendix 1.9

GENERAL STATISTICAL SUMMARY, TRANSPORT COMMISSION

1978-79 to 1980-81

	1978-79	*1979-80*	*1980-81*
TRANSPORT COMMISSION—			
Staff employed at 30 June	472	488	460
Net Loss	$3 548 892	$4 337 855	$4 689 968
ROAD TRANSPORT BRANCH—			
Motor vehicles registered (including trailers and traders)	269 472	275 843	281 547
New motor vehicles registered	17 985	17 500	18 017
Registration and drivers' licence fees	$4 645 301	$3 896 334	$5 110 958
Motor Tax Revenue	$14 440 989	$14 820 608	$18 301 781
Stamp Duty Revenue	$4 393 075	$5 043 763	$5 380 938
Motor Accidents Insurance Premiums	....	....	$509 716
Number plates	$185 318	$184 365	$138 252
Motor drivers' licences	222 217	228 251	236 728
Public vehicles licensed*	13 503	14 089	14 276
Public vehicles fees and charges (less refunds)	$1 119 527	$1 271 428	$655 058
Public Vehicle plates	$1 797	$1 855	$2 878
MARINE BRANCH—			
Coastal Shipping Service—	$	$	$
Revenue	2 162 958	2 681 461	3 331 796
Expenditure	2 699 896	3 037 182	3 313 420
Loss/Profit on operation	536 938	355 721	18 376*Cr*
Provision for depreciation	310 764	318 129	291 960
Interest	272 086	254 647	277 156
	1 119 788	928 497	550 740
Less Profit on sale of assets	....	3 905	41 788
Net Loss	1 119 788	924 592	508 952
Bruny Ferry—			
Revenue	98 766	101 835	151 962
Expenditure	499 589	548 837	558 321
Loss on operation	400 823	447 002	406 359
Provision for depreciation	74 046	72 958	71 442
Interest	106 203	114 627	131 784
Net loss	581 072	634 587	609 585
PRECISION TOOL ANNEXE—			
Revenue	1 146 076	1 490 656	1 870 579
Expenditure	1 208 020	1 538 342	1 875 546
Profit/Loss on operation	61 944	47 686	4 967
Provision for depreciation	67 012	84 796	93 466
Interest	120 054	185 558	200 475
Net loss	249010	318 040	298 908

* Excludes trailers

Appendix 1.10

TRANSPORT COMMISSION

Total staff employed 1978-79 to 1980-81 as at 30 June

	1979	*1980*	*1981*
Road Transport Branch	222	237	216
Secretariat Branch	62	62	49
Finance Branch	55	51	47
Marine Branch	52	52	52
Precision Tool Annexe	81	86	89
Transport Policy Unit*	....	....	7
	472	488	460

* Formerly the Economic Section of Secretariat Branch.

Appendix 1.11

TRANSPORT COMMISSION

CAPITAL EXPENDITURE

Year ended 30 June 1981

	1979-80	*1980-81*
	$	$
Net Capital Expenditure	669 211	462 252
Financed from —		
Loan moneys provided by Parliament (net)	640 000	462 252
Depreciation Fund (net)	29 211	....
	$669 211	$462 252
Principal Items of Capital Expenditure —		
Road Transport Branch:		
Vehicle Inspection Station, Launceston	931	....
Motor Registry, Burnie	7 613	....
Engineering Workshops, Launceston	8 022	....
Marine Branch —		
Purchase of plant and equipment	127 367	163 085
Dry Dock	....	36 704
Precision Tool Annexe —		
Purchase of plant and equipment	107 963	298 722
Additions to buildings	4 800	....
Aerodromes — Construction	13 500	7 960
General —		
Computer equipment	398 517	31 285

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

The financial statements have been reported in amounts rounded to the nearest dollar. Comparative figures for the previous financial year are shown in each statement.

1. ACCOUNTING POLICIES

The following policies have been adopted in preparing the Commission's account:—

(a) HISTORICAL COST

The accompanying financial statements have been prepared on historical cost, and in accordance with Accounting Standards relative to the Commission's operations.

(b) ACCOUNTING BASIS

Financial accounts are maintained on an accrual basis. End of year accruals are taken to account for wages and salaries due to be paid between the close of the payroll period and 30 June. Formal creditors accounts are not maintained but an amount estimated as owing to creditors at 30 June is brought to account.

(c) DEPRECIATIONS

Fixed assets are valued at cost and with the exception of land, are depreciated on a straight line basis using rates designed to write the assets off over their useful life.

(d) INSURANCE

All assets are to be insured with the Tasmanian Government Insurance Office.

2. LOANS

Loans are provided by the State Government, and specific loans for the Coastal Shipping Service and the Precision Tool Annexe have been provided by the Australian Government. Interest on Australian Government loans is payable at the long term bond rate at the time the loan is paid. Principal is repayable by equal half yearly instalments over the life of the loan.

Non interest bearing contributions by the Australian Government refer to the value of machine tools and equipment on loan from the Australian Government and held in perpetuity.

3. WORKING CAPITAL

Annual losses of the Commission are reimbursed from Consolidated Revenue and are non interest bearing as provided under section 27 (2) of the Transport Act 1938.

4. PROVISIONS

The following provisions have been made in the financial statements:—

Workers Compensation

The provision for workers compensation relates to the operating branches of the Commission, the balances of which at 30 June 1981 are:—

	$
Coastal Shipping Service	154 791
Bruny Island Ferry Services	44772
Precision Tool Annexe	626
	$200 189

It is considered that the provisions relating to the Coastal Shipping Service and the Bruny Island Ferry Service are sufficient at this time. However the balance in respect of the Precision Tool Annexe, is insufficient due to the payment of one large claim during the year. The provision for 1981–82 will be increased to overcome this deficiency.

Motor Vehicles

This provision has been created to cover cost of repairs to Commission vehicles, and or third party property involved in accidents. It is considered that this balance is adequate.

Annual and Long Service Leave

This provision relates to accrued annual and long service leave at 30 June and is in respect of the Precision Tool Annexe only. Because of financing constraints the liability relating to other Branches, is shown as a Contingent Liability. The provision has been calculated on employees salary and wage rates at 30 June 1981. The balance in respect of the Precision Tool Annexe is not quite sufficient, but this will be rectified in the coming year.

5. FIXED ASSETS

Fixed assets are shown in the financial statements at the cost of acquisition.

6. INVESTMENTS

State Sinking Funds

Under section 25 of the Transport Act 1938 the Commission must make provision for the depreciation or obsolescence of any plant, machinery or other assets of a wasting nature, and to invest such moneys with the State Sinking Fund Commissioners. Interest earned on investments is credited to the Fund and amounts may be withdrawn for either new or renewal of capital purchases, and contributions to the National Debt Commission.

7. DEFERRED ASSETS

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

8. COMMISSION LOSS

As from 1 July 1980, the Secretariat and Finance Divisions assumed the responsibility and cost of the following administrative functions previously charged to the Motor Registry and Traffic Engineeing Sections, which are reimbursed under separate appropriation items.

Cleaning; Buildings — repairs and maintenance, painting, electrical maintenance, interest and depreciation, rates; Insurance; Legal; Records; Accounting; Electricity; Telephone.

The following salary and wage award increases had the effect of increasing 1980–81 wage costs by 10 per cent:—

- January 1980 — 4·5% increase plus $416 p.a.;
- July 1980 — 4·2% increase;
- January 1981 — 3·7% increase;
- May 1981 — 3·6% increase.

The additional costs associated with the above items, are the main factors contributing to an increased loss in 1980–81.

9. SOURCE OF FUNDS

		$
Funds from State Governments —		
Loans		56 244
Loss 1979–30		4 337 854
Funds from Australian Government —		
P.T.A. Loan		323 400
Reduce Loan Liability		20 067
Funds from Sinking Fund — Reduce Loan Liability		71 000
Increase in Current Liabilities		390 968
Increase in Provisions		41 403
		$5 240 936
Application of Funds —		
Loss 1980–81		4 689 968
Repayment Australian Government Loan — Straitsman		87 284
Increase in Investments (Sinking Fund)		587 862
Increase in Current Assets —	$	
Stocks on hand and works in progress	80 329	
Sundry Debtors	314 967	
Advances	2 460	
Prepayments	4 050	
	401 806	
Less Decrease Bank	280 511	
		121 295
Increase in Deferred Assets		32 295
		5 518 704
Less Decrease Nett Fixed Assets		277 768
		$5 240 936

Appendix 2.1

ROAD TRANSPORT BRANCH AND TRAFFIC ENGINEERING SECTION

ROAD TRAFFIC ACCOUNT

Year ended 30 June 1981

1979–80 $	*Payments*		1980–81 $	1979–80 $	*Receipts*		1980–81 $
6 548	Balance brought forward		7 902		Amounts received from Treasury for year ended 30 June 1981 for —		
	Road Transport Branch —						
2 179 231	Administration charges	$2 258 647		2 403 500	Road Transport Branch	$2 185 000	
69 750	Number plates	81 650		1 295 625	Traffic Engineering Section	1 216 000	
157 000	Traffic control	184 000					3 401 000
				....	Contribution — Motor Accidents Insurance Board		330 389
2 405 981			2 524 297	7 902	Balance to next Account		19 139
	Traffic Engineering Section —						
464 885	Administration charges	425 511					
	Provision and maintenance of traffic facilities —						
	Expended by Transport						
168 472	Commission	$148 625					
	Expended by Department of						
69 525	Main Roads	60 279					
		208 904					
25 791	Pedestrian facilities, lighting	21 279					
	Provision and maintenance of traffic control						
565 825	lights	562 635					
			1 218 329				
$3 707 027			$3 750 528	$3 707 027			$3 750 528

Appendix 2.2

ROAD TRANSPORT BRANCH

Motor Taxation Revenue Account Year ended 30 June 1981

1979–80 $	*Payments*	1980–81 $	1979–80 $	*Receipts*	1980–81 $
20 080 095	Amount paid to the Treasury	24 165 730		Fees and charges for motor vehicles — registrations and drivers'	
			3 896 334	licences	5 110 958
			184 365	Number plates	138 252
			20 051	Miscellaneous fees and charges	62 703
			14 820 608	Motor Tax	18 301 781
			1 158 737	Out-of-area permits	538 086
			....	Fire Levy	13 950
$20 080 095		$24 165 730	$20 080 095		$24 165 730

Appendix 2.3

ROAD TRANSPORT BRANCH

Stamp Duty Collection Account

Year ended 30 June 1981

1979–80 $	*Payments*	1980–81 $	1979–80 $	*Receipts*	1980–81 $
5 035 952	Amount paid to the Treasury	5 880 084		Amount collected for stamp duty on new motor vehicles and	
7 811	Refunds of stamp duty	10 570	5 043 763	transfer of motor vehicles	5 380 938
			....	Motor Accident Insurance Premiums	509 716
$5 043 763		$5 890 654	$5 043 763		$5 890 654

Appendix 2.4

ROAD TRANSPORT BRANCH

Public Vehicle Licences Years ended 30 June 1980 and 1981

	Number Issued		*Fees*	
	1979–80	*1980–81*	*1979–80*	*1980–81*
			$	$
Cart (motor)	3 821	3 723	22 926	22 338
Cart (trailer)	1 425	1 009	....	....
Carrier (motor)	22	21	132	126
Carrier (trailer)	14	15	....	....
Ancillary (motor)	6 620	6 594	19 860	19 782
Ancillary (trailer)	509	486	....	....
Cab	419	426	1 568	1 497
Hire and drive	2 251	2 565	45 020	51 300
Omnibus	181	192	3 395	4 137
Hire car	59	51	1 770	1 530
Coach	664	648	9 422	7 427
Aircraft	52	52	124	122
Temporary public vehicle	....	4	....	....
	16 037	15 786	104 217	108 259
Transfers, public vehicles	2 576	2 113	2 576	2 113
Transfers, ancillary	822	857	822	857
Duplicates	99	52	99	52
L.P. certificates	887	824	2 661	3 356
Meter tests	1 157	869	2 314	2 335
	21 578	20 501	112 689	116 972
Public vehicle plates and miscellaneous fees	....	....	1 855	2 878
TOTAL	....	....	$114 544	$119 850

Appendix 2.5

ROAD TRANSPORT BRANCH

Out of Area Permit Fees Years ended 30 June 1980 and 1981

Commodity	*Number Issued*		*Fees*	
	1979–80	1980–81	1979–80	1980–81
			$	$
Alcohol	642	1 077	16 206	9 829
Bricks	865	462	34 980	2 929
Cement*	1 956	1 508	54 346	33 339
Containers	163	313	8 455	11779
Electrical goods	938	395	15 987	5 268
Food and meat	5 858	3 816	130 018	44 150
General goods	8 087	1 208	160 247	29 711
Furniture	2 610	1 708	28 967	14 261
Iron and steel*	627	864	23 862	27 931
Joinery	350	109	3 595	647
Logs*	22 406	13 368	165 841	83 333
Lime*	287	459	11 794	11 884
Machinery	3 013	2 549	52 042	27 426
Mixed loads	8 777	9 990	194863	242 558
Paint	19	118	402	1 855
Paper	1 591	785	15 845	3 611
Petrol	5 023	3 179	68 507	38 382
Road materials	5 645	1 783	22 972	8 142
Roofing	950	246	15 674	3 706
Rubber and canvas	74	97	2 736	1 237
Stock food	1 544	728	15 009	2 478
Superphosphate*	1 374	861	81 609	60 305
Skins	355	315	3 799	1 903
Soft drink and milk	630	440	25 968	2 806
Timber*	1 832	1 185	29 626	19 745
Trudek	442	621	6 561	3 870
Waste and Scrap	1 331	1 766	12 231	9 985
	77 389	49 950	$1 202 142	$703 070
Less refunds	....	....	43 405	164 984
Total revenue	....	....	$1 158 737	$538 086

NOTE: * Commodities which attract maximum permit fee (4 cents per tonne/kilometre). As from 1 January 1981 these commodities were the only commodities to attract an out of area permit fee.

Appendix 2.6

ROAD TRANSPORT BRANCH

TRAFFIC INFRINGEMENT NOTICES — NUMBER AND TYPE OF OFFENCES

Year ended 30 June 1980

	Number Issued	
	1979–80	1980–81
Headlamps	9	7
Signal lamps	182	205
Registration or licence plate	24	20
Tyres	450	509
Wheels	2	3
Steering	12	10
Suspension	4	3
Undue noise	60	50
Undue smoke	11	9
Oil leaks	5	6
Bodywork	2	4
Footbrake	3	9
Handbrake	261	309
Horn	69	70
Wipers	1	2
Rear lamps	44	42
Reflectors and marker lamps	5	3
Rear-end visibility	7	10
Driver appearance	1	2
Unlicensed vehicle	5	4
Unlicensed driver	2	3
Unregistered vehicle	3	4
Contrary to conditions	6	5
Out of area without permit	1	2
Overloaded vehicle	5	4
Overdimensional or overload	143	140
Mudguards or flaps	77	74
Others	210	199
	1 604	1 708

NOTE: 'Others' includes any offence not covered by the above headings.

Appendix 2.7

ROAD TRANSPORT BRANCH

Motor and Other Vehicles Registered in Tasmania
1966–67 to 1980–81

	Motor Vehicles (a)						*Other Vehicles*	
Year	*Cars (b)*	*Lorries*	*Utilities and Panel Vans*	*Motor Cycles*	*Total*	*Per 1 000 of Population*	*Trailers*	*Trade Plates*
1966–67	104 866	9 893	19 601	1 604	135 964	361·6	23 902	388
1967–68	108 916	9 731	19 471	2 073	140 191	369·5	25 813	411
1968–69	115 300	9 925	20 164	2 550	147 939	381·3	27 536	434
1969–70	121 675	10 049	20 616	3 071	155 411	396·0	29 753	474
1970–71	127 034	10 233	21 161	3 384	161 812	414·9	31 659	452
1971–72	131 723	10 137	21 127	3 864	166 851	425·6	33 019	457
1972–73	136 732	10 326	21 326	4 616	173 000	436·9	35 118	423
1973–74	145 638	10 981	22 241	6 451	185 311	464·4	37 267	440
1974–75	156 362	11 431	24 043	7 625	199 461	492·5	38 474	450
1975–76	161 211	11 644	25 005	6 793	204 653	502·8	38 739	443
1976–77	167 613	12 180	26 807	5 961	212 561	517·2	41 337	514
1977–78	173 754	12 690	27 970	4 961	219 375	529·9	41 817	498
1978–79	179 069	13 274	29 099	4 471	225 913	542·7	43 028	531
1979–80	182 845	13 677	29 894	5 125	231 541	547·5	43 775	527
1980–81	186 868	13 457	30 720	5 383	236 428	553·8	44 599	520

(a) Excludes Commonwealth-owned vehicles.
(b) Includes station sedans, ambulances, buses.

Appendix 2.8

ROAD TRANSPORT BRANCH

New Motor Vehicles Registered in Tasmania During Year
1966-67 to 1980-81

Year ended 30 June	*Cars**	*Lorries, Utilities and Panel Vans*	*Motor Cycles*	*Total*
1967	10 390	2 611	380	13 381
1968	11 738	2 412	751	14 901
1969	10 858	2 231	754	13 843
1970	11 405	2 267	773	14 445
1971	11 865	2 343	773	14 981
1972	11 891	2 254	942	15 087
1973	13 000	2 654	1 329	16 983
1974	13 711	2 639	2 590	18 940
1975	16 115	3 744	2 635	22 494
1976	14 581	3 642	1 766	19 989
1977	14 405	4 002	1 341	19 748
1978	14 050	3 727	932	18 709
1979	14 070	3 103	812	17 985
1980	13 362	3 118	1 020	17 500
1981	13 582	3 237	1 198	18 017

* Includes station sedans, ambulances and buses.

Appendix 2.9

ROAD TRANSPORT BRANCH

Traffic Accidents — Tasmania
1966-67 to 1980-81

	Accidents Involving Casualties Classified According to Responsibility							*Traffic Accident Casualties*	
Year	*Drivers of Motor Vehicles*	*Motor Cyclists*	*Pedes-trians*	*Vehicular Defects*	*Road Conditions*	*Other Causes*	*Total*	*Persons Killed*	*Persons Injured*
1966–67	973	33	209	31	42	65	1 356	102	2 081
1967–68	996	29	134	38	14	57	1 268	112	1 990
1968–69	1 077	54	125	49	40	55	1 400	122	2 228
1969–70	1 032	70	172	39	33	67	1 413	122	2 268
1970–71	1 004	65	193	33	33	68	1 396	124	2 031
1971–72	1 002	71	192	21	18	67	1 371	118	1 984
1972–73	1 031	81	197	18	25	71	1 423	83	2 052
1973–74	1 053	113	176	24	28	60	1 454	126	2 046
1974–75	1 010	133	195	23	37	68	1 466	120	2 061
1975–76	1 019	140	156	42	81	64	1 502	107	2 160
1976–77	1 106	134	176	39	74	77	1 606	103	2 314
1977–78	1 214	112	129	39	92	88	1 674	118	2 402
1978–79	1 089	86	157	31	100	74	1 537	98	2 113
1979–80	1 066	100	148	32	86	78	1 510	77	2 140
1980–81	1 127	105	164	47	99	92	1 634	120	2 186

Appendix 2.10

ROAD TRANSPORT BRANCH

Summary of Accidents and Casualties—Tasmania
1970-71 to 1980-81

Year ended 30 June	Accidents Involving Casualties	Killed			Injured		
		Males	Females	Total	Males	Females	Total
1971	1 396	94	30	124	1 354	677	2 031
1972	1 371	93	25	118	1 289	695	1 984
1973	1 423	61	22	83	1 320	732	2 052
1974	1 454	102	24	126	1 330	716	2 046
1975	1 466	92	28	120	1 314	747	2 061
1976	1 502	85	22	107	1 378	782	2 160
1977	1 606	79	24	103	1 452	862	2 314
1978	1 674	88	30	118	1 514	888	2 402
1979	1 537	69	29	98	1 338	775	2 113
1980	1 510	61	16	77	1 329	811	2 140
1981	1 634	92	28	120	1 378	808	2 186

Appendix 2.11

ROAD TRANSPORT BRANCH

Summary of Accidents and Casualty Rates—Tasmania
1970-71 to 1980-81

Year ended 30 June	Per 10 000 Motor Vehicles on Register (a)	Per 10 000 of Mean Population	Per 10 000 Motor Vehicles on Register (a)		Per 10 000 of Mean Population	
			Killed	Injured	Killed	Injured
1971	89	35·8	7·9	129	3·2	52·1
1972	83	34·9	7·2	120	3·0	50·6
1973	83	36·0	4·8	119	2·1	51·9
1974	81	36·5	7·0	114	3·2	51·4
1975	77	36.4	6·3	108	3·0	51·2
1976	74	37·0	5·3	107	2·6	53·2
1977	77	39·3	4·9	110	2·5	56·6
1978	78	40·6	5·5	112	2·9	58·3
1979	69	37·0	4·4	95	2·4	50·9
1980	66	35·9	3·4	93	1·8	50·9
1981	69	38·5	5·1	93	2·8	51·5

(a) Based on Average number of motor vehicles (including motor cycles) on the Register.

Appendix 2.12

ROAD TRANSPORT BRANCH

TYPES OF ROAD USERS KILLED OR INJURED—TASMANIA

Year ended 30 June 1981

Type of Road User	Males		Females		Persons	
	Killed	Injured	Killed	Injured	Killed	Injured
Drivers of Motor Vehicles	43	665	5	307	48	972
Motor Cyclists	8	177	1	11	9	188
Pedal Cyclists	1	52	....	9	1	61
Passengers—Motor Vehicles	18	365	13	390	31	755
Motor Cycles	2	16	....	12	2	28
Pedal Cycles	....	3	....	....	....	3
Pedestrians	20	100	8	79	28	179
Horseriders	....	....	1	....	1	....
TOTAL	92	1 378	28	808	120	2 186

Appendix 3.1

MARINE BRANCH

COASTAL SHIPPING SERVICE

Balance Sheet as at 30 June 1981

	$	$
(A) NATURE AND SOURCE OF FUNDS—		
(1) **For Permanent Capital:**		
(a) From Interest bearing loans by State Treasury less amounts written off and repayments	....	1 816 879
(b) From interest bearing loans by Australian Government less repayment—M.V. 'Straitsman'	....	741 922
(2) **For Working Capital:**		
From interest bearing advances by State Treasury for Working expenses and purchase of stores	402 501	
Less Deficit 1.7.79 — 30.6.81	508 952	
		106 451 *Dr*
(3) **Loan Redemption Reserve Account**	....	132 297
(4) **Contribution by Australian Government towards Reduction of Loan Liability year ended 30.6.81**	....	30 375
(5) **Provisions—**		
Workers Compensation	154 791	
Motor Vehicle Insurance	880	
		155 671
		$2 770 693
(B) THIS SUM IS REPRESENTED BY—		
(1) **Fixed Assets**		
(a) Marine Vessels	1 977 857	
(b) Buildings, Plants and Equipment	1 390 277	
	3 368 134	
Less Provision for Depreciation	2 351 529	
		1 016 605
(2) **Investments:**		
Depreciation Account invested with State Sinking Fund Commissioners	....	1 401 198
(3) **Deferred Assets**	....	23 598
(4) **Current Assets:**	$	
Advances	1 740	
Sundry Debtors	535 234	
Stock	34 704	
Prepayments	27 941	
	599 619	
Less Current Liabilities—		
Sundry Creditors	270 327	
		329 292
		$2 770 693

Appendix 3.2

MARINE BRANCH

TRADING ACCOUNT, COASTAL SHIPPING SERVICE

Year ended 30 June 1981

1979–80 $	*Payments*	1980–81 $	1979–80 $	*Receipts*	1980–81 $
517 923	Superintendence and shore expenses	425 663	2 681 461	Freights	3 331 796
2 281 869	Operating expenses	2 653 938	14 323	Miscellaneous	6 247
218 964	Repairs and maintenance, vessel	212 607			
11 836	Repairs and maintenance, wharves and buildings	21 212	2 695 784		3 338 043
20 913	Other expenses	6 247	673 850	Balance carried to Consolidated Trading Account	273 584
3 051 505		3 319 667			
301 338	Provision for Depreciation	274 307			
16 791	Special provision for loan redemption	17 653			
$3 369 634		$3 611 627	$3 369 634		$3 611 627

Appendix 3.3

MARINE BRANCH

PROFIT AND LOSS ACCOUNT, COASTAL SHIPPING SERVICE

Year ended 30 June 1981

1979–80 $	*Debit*	1980–81 $	1979–80 $	*Credit*	1980–81 $
673 850	Balance from Trading Account	273 584	3 905	Profit on Sale of Assets	41 788
250 413	Interest on Treasury Loans	270 340	924 592	Balance — Net Loss	508 952
4 234	Interest on Depreciation Fund moneys used for purchase of new assets	6 816			
$928 497		$550 740	$928 497		$550 740

Appendix 3.4
MARINE BRANCH
Statement of Tonnage and Livestock Carried
Years ended 30 June 1980 and 1981

	1979-80			1980-81		
	*Sheep**	*Cattle†*	*General Cargo*	*Sheep**	*Cattle†*	*General Cargo*
	(No.)	(No.)	(Cargo Tonnes)	(No.)	(No.)	(Cargo Tonnes)
Tasmanian Ports/Victoria—						
Ex Melbourne	5	21	3 040	....	27	11 307
Ex Stanley	4 166	3 204	19 342	699	3 539	20 381
	4 171	3 225	22 382	699	3 566	31 688
King Island/Tasmania—						
Ex King Island	2 315	6 815	1 881	4 757	2 431	2 035
Ex Stanley	1 801	725	9 641	1 191	877	10 490
	4 116	7 540	11 522	5 948	3 308	12 525
King Island/Victoria—						
Ex King Island	15 192	8 644	12 164	14 447	12 603	11 243
Ex Melbourne	741	34	18 909	201	32	16 505
	15 933	8 678	31 073	14 648	12 635	27 748
TOTAL	24 220	19 443	64 977	21 295	19 509	71 961

SUMMARY OF LIVESTOCK SHIPMENTS
Years ended 30 June 1980 and 1981

	1979-80			1979-80		
	Cattle†	*Sheep**	*Pigs*	*Cattle†*	*Sheep**	*Pigs*
From—						
King Island	15 459	17 507	329	15 034	19 204	311
Stanley	3 929	5 967	7	4 416	1 890	6
Melbourne	55	746	5	59	201	....
Flinders Island	....	....	....	....	....	....
TOTAL	19 443	24 220	341	19 509	21 295	317

* Includes lambs and goats.
† Includes horses.

SUMMARY OF GENERAL CARGO SHIPMENTS
Years ended 30 June 1980 and 1981

	1979-80 (Cargo Tonnes)	*1980-81 (Cargo Tonnes)*
From—		
Melbourne	21 949	27 812
King Island	14 045	13 278
Stanley	28 983	30 871
Flinders Island	....	....
Launceston	....	....
TOTAL	64 977	71 961

Appendix 3.5

MARINE BRANCH

VOYAGE STATISTICS — M.V. 'STRAITSMAN'

Years ended 30 June 1980 and 1981

	1979-80	*1980-81*
Voyages Out of—		
Melbourne	128	118
King Island	106	86
Stanley	98	89
TOTAL	332	293

Appendix 3.6

MARINE BRANCH

BRUNY ISLAND FERRY SERVICE

Balance Sheet as at 30 June 1981

	$	$
(A) NATURE AND SOURCE OF FUNDS —		
(1) **For Permanent Capital:**		
From interest bearing loans by State Treasury less amounts written off and repayments	....	1 095 028
(2) **For Working Capital:**		
From interest bearing advances by State Treasury for Working Expenses and purchase of stores	596 647	
Less Deficit 1.7.79 — 30.6.81	609 585	
		12 938*Dr*
(3) **Loan Redemption Reserve Account:**	....	42 816
(4) **Contribution by Australian Government towards reduction of Loan Liability year 30.6.81**	....	10 909
(5) **Provisions:**		
Workers compensation	44 772	
Motor vehicle insurance	660	
		45 432
		$1 181 247
(B) THIS SUM IS REPRESENTED BY —		
(1) **Fixed Assets:**		
(a) Marine Vessels	614 145	
(b) Berths and Equipment	560 180	
	1 174 325	
Less Provision for Depreciation	427 495	
		746 830
(2) **Investment:**		
Depreciation account invested with State Sinking Fund Commissioners	....	388 888
(3) **Deferred Assets**	....	7 559
(4) **Current Assets:**		
Advances	$400	
Sundry Debtors	17 940	
Stock	40 982	
Prepayments	4 262	
	63 584	
Less Current Liabilities—		
Sundry Creditors	25 614	
		37 970
		$1 181 247

Appendix 3.7

MARINE BRANCH

TRADING ACCOUNT, BRUNY ISLAND FERRY SERVICE

Year ended 30 June 1981

1979–80 $	*Payments*	1980–81 $	1979–80 $	*Receipts*	1980–81 $
119 374	Superintendence and shore expenses	94 490	101 835	Fares and Freights	151 962
346 755	Operating expenses	388 723	519 960	Balance carried to Consolidated Trading Account	477 801
77 967	Repairs and maintenance, vessels	72 878			
4 741	Repairs and maintenance, wharves and buildings	2 230			
548 837		558 321			
62 136	Provision for Depreciation	60 629			
10 822	Special provision for loan redemption	10 813			
$621 795		$629 763	$621 795		$629 763

Appendix 3.8

MARINE BRANCH

PROFIT AND LOSS ACCOUNT, BRUNY ISLAND FERRY SERVICE

Year ended 30 June 1981

1979–80 $	*Debit*	1980–81 $	1979–80 $	*Credit*	1980–81 $
519 960	Balance from Trading Account	477 801	634 587	Balance — Net Loss	609 585
114 615	Interest on Treasury Loans	131 771			
12	Interest on Depreciation Fund moneys used for purchase of new assets	13			
$634 587		$609 585	$634 587		$609 585

Appendix 3.9

MARINE BRANCH

BRUNY ISLAND FERRY SERVICE — VEHICLE STATISTICS

Year ended 30 June 1981

Type of Vehicle	*1980-81 to 23 April 1981**	*1979-80 12 months*
Cars, utilities and flat top trucks up to 1·5 tonnes tare	43 068	42 626
Utilities and non-articulated trucks over 1·5 tonnes tare	2 928†	2 734†
Trailers and caravans under 5 metres in length	3 370‡	3 506‡
Trailers and caravans over 5 metres in length	848	394
Motor cycles	850	640
Semi-trailers and other articulated vehicles	1 248§	1 306§
Passenger buses	62	60
Tractors and self-propelled machines under 5 metres in length	14	14
Tractors and self-propelled machines over 5 metres in length	14	4
Permanent residents free transport	13 582	15 082
	65 984	66 366

* See under for vehicles carried under new fare structure commencing 24 April 1981.
† Includes 826 (972) vehicles carried at residents concession rate.
‡ Includes 50 (206) vehicles carried at residents concession rate.
§ Includes 468 (568) vehicles carried at residents concession rate.

Type of Vehicle	*24 April 1981 to 30 June 1981*
Cars, station sedans, panel vans, utilities and campervans	7 518*†
Box trailers, boat trailers, caravans and tractors	246
Motor cycles	30
Trucks and articulated vehicles	1 364
Passenger buses	10
Tracked machinery	2
TOTAL	9 170

* Includes 528 vehicles carried at residents weekend concession rates.
† Includes 1 044 vehicles carried at pensioner concession rates.
Total number of vehicles carried 1980–81 (12 months): 75 154.

Appendix 4.1

PRECISION TOOL ANNEXE

Balance Sheet as at 30 June 1981

	$	$
(A) NATURE AND SOURCE OF FUNDS—		
(1) **For Permanent Capital:**		
(a) From interest bearing loans by State Treasury, less amounts written off and repayments	....	1 250 007
(b) From interest bearing loans by Australian Government	....	323 400
(c) From non-interest bearing contributions (Australian Government) being value of machine tools and equipment on loan	....	106 166
(2) **For Working Capital:**		
From interest bearing advances by State Treasury for working expenses, purchases and manufacture of stores	1 170 644	
Less Appropriation Debit Balance at 30 June 1981	296 316	
		874 328
(3) **Reserves and Provisions:**		
Loan Redemption Provision	48 753	
Annual and Long Service Leave Provision	73 975	
Workers Compensation	625	
Australian Government Contribution to Reductions of Loan Liability	10 419	
		133 772
		$2 687 673
(B) THIS SUM IS REPRESENTED BY—		
(1) **Fixed Assets:**		
(a) Buildings	811 026	
(b) Plant and Equipment	1 210 037	
	2 021 063	
Less Provision for Depreciation	430 287	
		1 590 776
(2) **Investment:**		
Depreciation Account invested with State Sinking Fund Commissioners	....	41 213
(3) **Deferred Assets**	....	4 838
(4) **Current Assets:**		
Advance	$120	
Sundry Debtors	440 674	
Stock	386 201	
Works in progress	284 103	
Prepayments	2 090	
	1 113 188	
Less Current Liabilities		
Sundry Creditors	50 073	
Bank	12 269	
	62 342	
		1 050 846
		$2 687 673

Appendix 4.2

PRECISION TOOL ANNEXE

TRADING ACCOUNT

Year ended 30 June 1981

1979–80 $	*Payments*	1980–81 $	1979–80 $	*Receipts*	1980–81 $
1 538 342	Cost of manufacture	1 875 546	1 482 838	Sales	1 863 680
72 524	Provision for depreciation	80 725	2 138	Miscellaneous	1 846
12 272	Provision for loan redemption	12 741	5 680	Subsidies Apprenticeship and N.E.A.T. Schemes	5 053
			132 482	Balance carried to Consolidated Trading Account	98 433
$1 623 138		$1 969 012	$1 623 138		$1 969 012

Appendix 4.3

PRECISION TOOL ANNEXE

PROFIT AND LOSS ACCOUNT

Year ended 30 June 1981

1979–80 $	*Debit*	1980–81 $	1979–80 $	*Credit*	1980–81 $
132 482	Balance from Trading Account	98 433	318 040	Balance — Net Loss	298 908
158 012	Interest on Treasury Loans	177 700			
27 546	Interest on Depreciation Fund Moneys used for purchase of new assets	22 775			
$318 040		$298 908	$318 040		$298 908

I. C. CARTER, Acting Government Printer, Tasmania